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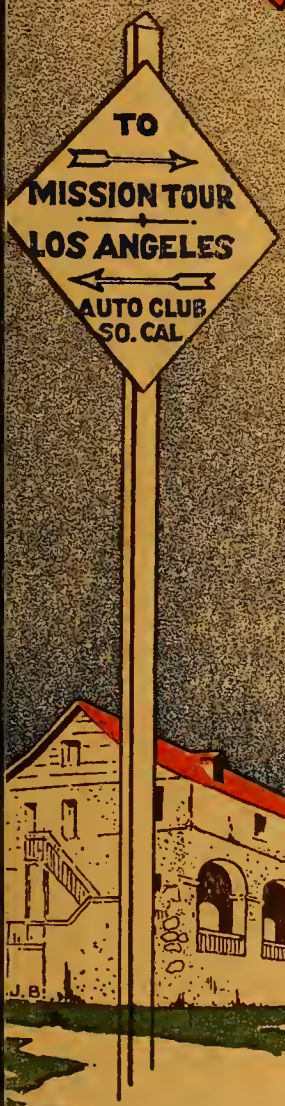
California's Mission Tour



A Motoring Guide
with maps and sketches
compiled by the
Automobile Club of
Southern California

California's Mission Tour

Published by The
Automobile Club of Southern California
1344 SOUTH FIGUEROA STREET
LOS ANGELES, CAL.
PRICE 25 CENTS

Copyright, April 10th, 1915

Preface

California's Golden Age is no more reflected in the past than in the present.

Today is linked to yesterday by the "Cathedrals in the Sun"—California's Missions. Here for the first time is presented a complete tour of all the Missions located between the two Expositions.

In presenting this data to the visiting and the resident motorists, the Automobile Club of Southern California has attempted a simple arrangement of fact. The route, known to historians as El Camino Real (The King's Highway) has, by popular usage become known as the "Coast Route." All of the missions are located here.

Time should be no object in wandering along this route of the padres. Each crumbling ruin (and all are not ruins), has its individual story, its history. Inquiry at Club headquarters for up-to-date road information is advised. This may be secured at 1344 South Figueroa Street, Los Angeles; The Hotel Maryland, Pasadena; The Grant Hotel Building, San Diego; and the Chamber of Commerce Building, Santa Barbara.

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MAY 17 1915

Cathedrals in the Sun

More splendid in their melting glory than the Cathedrals of the Old World, California's dust-brown missions call the motorist to the trails of yesterday over the highways of today.

Wearily waiting for the inevitable end, when their tired walls have at last melted to the dust from which they sprang, when rain and wind have called earth's own back again, these ruins sleep majestically on the rounded breasts of their native hills.

Histories written now, or shortly to be written, can never recall to being for future generations the slewing walls. Fortunate among men are those that send their purring motors out over the California boulevards and see, with their own eyes opened to the wonder of the Things That Used To Be, the last good-bye of Father Serra's monuments.

There are no stained glass windows in these missions; there are no $60,000 "Old Masters", there are no flamboyant mosaics, no carved filigree. Dedicated to the solemn service of God through the child-like faith of the padres, springing monumental from the soil on which they stand, these cathedrals of the newer world have taken their places in the heart of the sun over the blood of their builders. They do not claim the motorist's speeding regard with the enticements of the Old World art—they make no claim at all. History, romance, achievements are their mural decorations, their Alpha and Omega; their first, and so—their last.

The living speak for themselves—Santa Barbara, San Gabriel, Los Angeles, San Luis Obispo, Ventura and Mission Dolores. Reconstruction, preservation, supplementation have bested the elements in their eager work of destruction. It is the ruined which call most loudly, though their tongues are mute—Mission San Jose, La Soledad, San Juan Capistrano, San Diego.

In this tour they plead for recognition. It is

not difficult to rehabilitate each adobe pile with the life, the hopes, the ambitions of a century ago. In their patios gathered the Indians at sunrise, under their arches walked the contemplative Fathers at sunset, in their fields worked both at noontide. Soldiers swaggered there. Naked savages came down from the hills for their baptisms and Father Junipero Serra achieved, protective, over all.

SAN JUAN CAPISTRANO

Biography San Juan Capistrano Mission

Half way between San Gabriel and San Diego on the El Camino Real. Founded in 1776. Originally the most beautiful of all the missions and remarkable for the heavy stone carvings and the great tower which fell in the earthquake of 1812, killing the worshippers at their devotions. That, together with the elements, have left here the most picturesque of all the missions.

Between the years of 1769 and 1823 their work was done—fifty-four years of patting mud into shapely tiles, of hewing sycamore boughs into sturdy timbers, of brewing mortar from the limestone, of treading the motor highways of today. Where oxcarts creaked, where padres walked, twentieth century fliers are hurtling, still the dust is the same, the walls are there, and still, under the shadow of the self-same cross, the children of the missions, the Indians, are waiting for the end.

Lion of them all, superb, benign, even tri-

umphant in its passing, its work done, its history inscribed more deeply in the hearts of those that are going or have gone, than in any book, beckons San Juan Capistrano—sired by Necessity and whose dam was Hope. Just as Santa Barbara is the most vital living relic of the past, so is Capistrano its most glowing ruin.

So much for the past. For the future the advent of the motor can promise a better understanding of these missions. With the realization that they are melting into the Beyond, trickling slowly to their valley levels, efforts will be made to save them. But while they are in the glory of their departing days the motorist can do little better than to follow the routes herein portrayed and make of California's Mission Tour a journey through the gates.

Motorists will choose one of three ways to cover the Mission Tour of the Automobile Club of Southern California. They will tour the length of the State, beginning at San Diego and working northward; they will tour southward from San Francisco or they will center their initial activity in and about Los Angeles.

The latter is perhaps the best plan. Leaving Los Angeles, it is then possible to tour to San

LOS ANGELES MISSION

Situated in the center of Old Los Angeles at the Plaza. It is used now as a place of worship and is open to visitors. It is historically, but not architecturally significant.

Diego over the Inland Route, stopping at Pala and the first mission founded, at San Diego, and returning over El Camino Real, California's Riviera, along the coast, stopping at San Luis Rey and San Juan Capistrano and then on to San Francisco.

SAN GABRIEL

One of the most prosperous of all the missions. Founded in 1771. To be remembered for its thousands of neophytes, its splendid wines and its fertile fields. It is a pure type of what may be called Californian architecture—a combination of the Spanish and the Moorish.

To know something of how, why and when the missions were built here on the western shore of America is imperative to a sympathetic understanding of the mission romance.

In its efforts to secure the Californias for itself, Spain sent soldiers and priests to the coast for the purpose of establishing presidios (military bases) and missions—the latter to convert the Indians, which at that time were in the savage state. Landing first at San Diego, the succeeding years were made up of chapters of untold hardships on the part of the padres, of

Father Serra's long search for the Bay of Monterey, of the first baptism at San Diego, where, in 1769, the first mission was founded.

In building these missions, the Fathers induced the Indians, as rapidly as they became tractable, to carry logs down from the hills, to mold adobe

SAN DIEGO MISSION

San Diego de Alcala

Significant as the first mission founded in California, date, July, 1769. Started first at the mouth of the San Diego River and later moved nearer the timbered mountains. Although far gone in ruins its site teems with the romance of the baptism of the first California Indian. From here the Fathers moved northward and the chain of missions was begun.

and to build with stones, much as the Pyramids were built. Gradually, one by one, Father Serra added to his geographical rosary, other missions, until a long string, linked by El Camino Real, was spread along the California coast.

Each mission within its walls encloses the life history of one or more of the padres who were Father Serra's lieutenants in the work, and all are dying tributes to the courage of the man himself. Whatever may be said of the success or failure of Spain's venture, the last word must be written for the personal enthusiasm of Junipero Serra.

With the natural material at hand, adobe,

limestone, sycamore boughs and stone, with crude tools fashioned here or brought on the ships from Spain, the padres, garbed in the clinging robes of their church, helped by half wild, half naked savages, built the walls seven feet in thickness and in places one hundred feet in height. With no interference from outside sources, which are generally reported under the head of secular greed, it is possible that these cathedrals, despite rain, despite earthquake, despite time, would all be standing as is Santa

SAN LUIS REY

San Luis Rey De Francia

Founded in 1798 and in fair state of preservation, services being held and the doors remaining at this date open to visitors.

Barbara today. However, for the most part, their work was done. In the advance of civilization other forces concentrated in the development of California.

Now, these missions are not the relic of any creed. They are the property of the people of the United States in a finer sense than that given by deed or title. Like the battlefield of Gettys-

burg, like Plymouth Rock, Bunker Hill and the Liberty Bell, they belong to the soil of the Nation—they are the nation's wards. Every slipping wall, every crumbling arch, every loosening tile falling into dust tarnishes the bright escutcheon of the nation with that dust. Attempts to save them have been puny and futile—the motorist will know that at San Juan Capistrano. On February 2, 1915, the gateway to the children's quarters fell.

SAN FERNANDO

Mission San Fernando

Dedicated in 1797, it stands now as the original structure, which was built on the ruins, this escaping the earthquake of 1812. Additions have been made throughout the years.

It was the custom of the padres to cover the distance between the Missions, not in ox-carts or by horse, but on foot. By instinct they followed the routes of least resistance, winding among the hills and along the shore, seeking ever the level places for their weary tread. In after years their trails were broadened and over them ran ox-carts, carrying rich farm products to the market places. As time went on the ox-carts gave place to horse drawn vehicles and the by-ways that had become roads were improved, their course changed here and there to shorten the long distances.

Finally came the automobile, steam shovels, modern methods, and El Camino Real, deviating only a little from the mission paths, was seized on as a great State highway; $18,000,000 in State bonds were passed with the promise of paved boulevards to come. These monuments in

SANTA BARBARA

SANTA BARBARA

Founded in 1782. Father Serra passed away two years later and many troubles befell the missions, among them being the denial of temporal power. It was one of the largest, most elaborate and best built of all the missions. Rebuilt after the earthquake of 1812, it still retains much of its original grandeur.

concrete to the achievements of California's first civil engineers are no less real gifts to the world than were the missions themselves.

As the problems of road building were met by the growing West, came another factor in the scheme of things that count. The Automobile Club of Southern California, developing into a powerful organization as naturally as developed the concrete highways, exercised its energy in placing guiding marks over the 5,000 miles of road crossing and recrossing the southern part of the State. Here was installed the most complete system of highway sign-posting in the world—the motorists' gift to the reclamation work of the padres.

Today, from San Francisco to San Diego lies Serra's rosary, linked by the adamantine chain. Over it are rolling motor cars from every State, compassing between sunrise and sunset the distance taken by the padres in the passing of a moon. Calling over are the missions, somnolent

SAN LUIS OBISPO

San Luis Obispo De Tolosa

Among the smallest and least important of all the missions. Was the home of Father Martinez, most romantic of all friars. He was convicted of smuggling and returned to Madrid. This mission was founded in 1772.

as Old Acu, the Bellringer, in the shadow of his beloved Capistrano; calling, not by voices strained thru filigree, not by the rumble of Old Masters, nor by architecture's shriek, but by the subtler magnetism of the past—the assured completeness of Old Age, the satisfaction of a life well spent, a work well done.

VENTURA

San Buena Ventura

Founded by Father Junipero Serra personally. Situated now in the heart of Ventura, the old mission was once the scene of many attacks by Indians. Bullet marks may now be seen on the walls. Its power languished after 1830. It appears now only as a church, all its former glory and beauty having sunk into decay.

SANTA YNEZ

Santa Ynez

Never as large or as rich as many of the missions, it still remains a monument of beauty—all that was left after the earthquake. It was founded in 1804. Five of the original bells hang in a reconstructed tower.

LA SOLEDAD

This was the starving brother of all the missions. Its crops were poor, its neophytes few, and its architecture simple. It occupies a place in California's history as being the leanest of many fat cattle, which were the missions. It was founded in 1791.

PALA

San Antonio De Pala

Was once a branch of San Luis Rey, and remains only as a tower of bells, a modern Indian school and a general store. It is situated at the base of the beautiful Palamar Mountains and on the San Luis Rey River.

SAN MIGUEL

One of the most important of the Spanish outposts of religion on the Pacific Coast since its founding in 1797. This place of worship has changed very little since its original completion and is well worth close study. The arrangement of the arches distinguish this church from the others.

SAN JUAN BAUTISTA

Hampered after its founding in 1797 by Indian raids and intrigues. It was the most unfortunate of all the missions and suffered from fire, raid, and earthquake.

LA PURISIMA CONCEPCION

Although founded in 1787, it was completely demolished by the earthquake of 1812 and the ruins swept away by the river. Later the church structure was rebuilt and dedicated In viewing many of the seeming ruins it must be remembered that they are not the original edifices. Fifteen thousand souls were converted to the faith here.

SAN ANTONIO DE PADUA

Its influence extended for hundreds of miles and more than one thousand Indians served its cause. Founded in 1771. The original structure was replaced in 1813, and increased in importance up until that time.

CARMEL

El Carmelo

Founded at the end of Father Serra's long walk to discover the Bay of Monterey. It was dedicated to King Carlos. Founded in 1770, was restored in 1881, upon the original plans. The tower is a replica of the first and the splendid furnishings of the first edifice have been preserved.

SAN JOSE

The original building, founded in 1796, was unpretentious and poor. Another building was erected in 1800 and is still standing. San Jose is noted more for its fields and gardens than for its architectural beauty.

SANTA CRUZ

Founded in 1790. This mission had a very unhappy existence, experiencing numerous attacks by Indians. No vestige of the ruins now remain.

SANTA CLARA

Santa Clara De Assis

Founded in 1777. It was first built on the shores of San Francisco Bay but completely ruined by storms and high tides. The second structure was rebuilt farther inland but it was not a prosperous mission and soon went to ruin. There are also no signs of the ruins of this mission remaining.

SANTA CLARA DE MONTEREY

Situated in the City of Monterey. The building is now in good repair and is being used as a church.

DELORES

San Francisco De Assis

Escaping the fire of 1906, the building as it stands today is reminiscent of its original cast, although it has been repaired to some extent. It was founded in 1776 and is still used as a place of worship.

Memorial

What Columbus, Washington and Lincoln have been to the United States of America, Father Junipero Serra, a Franciscan priest born on the Island of Majorca in the year 1713, has been to California.

When the Pacific Coast was as aboriginal as a South Sea Island, young Serra came to spend nine years among the naked Indians. Followed years of preaching in the Mexican College at Fernando, and finally, the presidency of the California Missions under the Franciscan regime.

Because he was an individual, harboring a slender frame, handicapped by an unfortunate lameness, a spirit greater than the disasters that beset him; because he placed for all time the State of California in an individual niche of fame, his individuality is etched forever on the Golden West.

Napoleonic in executive ability, a Webster in pursuasive power, a Luther in religious fervor, this Padre of the past swept California before him into a living component of the civilized world.

His travels by foot covered the western shore from Monterey to San Diego. His first work, done there, put the stamp of finality on the later achievements.

The inspiration of his vibrant personality was communicated to his lieutenants and they carried on what he had so masterly started. He passed away at San Carlos Mission, Monterey, in 1784, thirty-nine years after the founding of the last cathedral in the sun. His body lies at Monterey.

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LOS ANGELES
PASADENA
ALHAMBRA
MONROVIA
1771
SAN GABRIEL ARCHANGEL
El Monte
Azusa
Glendora
SAN BERNARDINO CO.
Covina
Lordsburg
CLAREMONT
Puente
WHITTIER
UPLAND
La Habra
POMONA
ONTARIO
SAN BERNARDINO
FULLERTON
Wineville
ANAHEIM
SANTA ANA
ORANGE
RIVERSIDE
COLTON
Tustin
CORONA
Arlington
Bar 3% Grade
Orange Co. Park
Irvine
ORANGE CO.
RIVERSIDE CO.
Modjeska
El Toro
Perris
LAKE ELSINORE
ELSINORE
Capistrano
SAN JUAN CAPISTRANO 1776
Wildomar
Murrietta
San Onofre
Red Mtn Grade
Temecula
Fallbrook
Pala Grade
1798
SAN LUIS REY DE FRANCIA
PALA MISSION 1818
OCEANSIDE
Bonsall
SAN DIEGO CO.
Valley Center
San Marcos
Encinitas
ESCONDIDO
Bernardo
Torrey Pines Grade
Del Mar
Linda Vista
La Jolla
Poway Grade
Ramona
Santa Ysabel
Pacific Beach
Ocean Beach
MISSION SAN DIEGO 1769
Julian
Coronado
SAN DIEGO
National City
Tia Juana (MEXICO)
OCEAN
PACIFIC
AUTOMOBILE · TOUR
— OF THE —
FAMOUS MISSIONS
IN
CALIFORNIA
ON
EL CAMINO REAL
SCALE IN MILES
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Mission Tour No. 1

On leaving Los Angeles, go north on North Main Street to Eastlake Park, where turn to the right for one short block and then turn to the left onto Alhambra Avenue and follow east to the first well defined forks. Here take the left hand road, which will lead directly to San Gabriel Mission (8.5). After leaving the mission keep straight ahead to the main Inland Route which is rejoined in the vicinity of El Monte (13.4). From here on one follows a well-defined road with no chance of being misguided.

This road is typical of the Southland, first showing the results of cultivation and later the land as it was before this improvement. From Los Angeles to Pomona, one passes through a country devoted to the raising of wheat and truck products but between Pomona (33.0) and Ontario (39.0) some of the finest orange groves in the South will be found. Not more than ten years ago, this section was a desert of sand and cactus. Between Ontario and Riverside (56.0) the nearest approach to the original desert will be found, although this is now producing thousands of tons of grapes a year for the famous Mission Vintage Wines.

The City of Riverside is really the hub of this wonderful district, being set in a forest of orange trees on the banks of the Santa Ana River at the foot of Mt. Rubidoux. Many hours may be profitably spent on the drives of this section, but will be incomplete without a visit to the Mission Inn. Here the old mission architecture has been reproduced with wonderful exactness and the collection of Mission and Indian relics is one of the most wonderful in the world.

After leaving Riverside, the road follows a series of small valleys to Pala (108.0) and on to San Diego (175.0). All this road is very picturesque and interesting.

The return trip should be made over the Coast Route. On leaving San Diego the road passes through La Jolla (14.0), famous for its bathing and sea-caves, and on to Del Mar (25.0). Here a stop should be made at beautiful Stratford Inn, where one may sit, overlooking the ocean and be served with an excellent luncheon. From this point on to San Juan Capistrano (87.0) and Los Angeles (131.0), the State Highway is almost all completed, making one of the most beautiful drives in the State.

TOURING BUREAU
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SAN LUIS OBISPO
1772
DE TOLOSO
El Pismo Beach
SAN LUIS OBISPO
Arroyo Grande
Guadalupe
Nipomo
1787
LA PURISIMA CONCEPCION
Orcutt
SANTA MARIA
Harris
LOMPOC
Sisquoc
Santa Rita
Los Alamos
Foxen
Las Cruces
Gaviota
Gaviota Pass
LOS OLIVOS
SANTA YNEZ MISSION 1804
Refugio Pass
Orella
Naples
San Marcos Pass
Elwood
Goleta
SANTA BARBARA MISSION 1786
SANTA BARBARA
Montecito
Miramar
Summerland
Carpenteria
Casitas Pass
Rincon Sea Level Road
Casitas
VENTURA
SAN BUENA VENTURA 1783
Montalvo
SANTA PAULA
OXNARD
Saticoy
Fillmore
Camarillo
Somis
Moorpark
Piru
Conejo Grade
Simi
Newberry
Castaic
Santa Susana
Saugus
Santa Susana Pass
Owensmouth
Calabasas
1797 SAN FERNANDO MISSION
Van Nuys
LOS ANGELES CO.
Santa Monica
Venice
Sawtelle
Lankershim
Chiuenga Pass
Burbank
HOLLYWOOD
Glendale
Tropico
LOS ANGELES
PASADENA
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Mission Tour No. 2

From Los Angeles follow the San Fernando Boulevard, which is a continuation of Avenue 20 from North Broadway. This will lead one directly to the San Fernando Mission (24.0), through the San Fernando Valley, one of Southern California's newest acquisitions and fast becoming its most productive section. From this point north there is a choice of three routes, any one of which is picturesque, but the Calabasas route is the most advisable on account of the recently constructed State Highway. This road will lead directly to Ventura (76.0) through the Oxnard Valley, famed for its enormous production of beans. Luncheon may be had at Pierpont Inn or Hotel De Leon, after which a visit to the mission can be made, all leaving ample time to make the run to Santa Barbara (108.0). This section of the road passes over the newly constructed Rincon Sea Level Route, which is unique in construction and very picturesque. In Santa Barbara the Potter or Arlington Hotels both furnish excellent accommodations. The Mission here is very interesting; also many hours may be spent on the drives of the city.

The next day's drive will take one over the San Marcos Pass, the view from the summit of which is one of the most beautiful in the State. If possible a stop should be made at Mattai's Tavern in Los Olivos (142.0) for luncheon, as cuisine here is excellent, although plain. From here on the road passes through Foxen Canyon to Santa Maria. This town is the center of the Santa Maria Oil Fields, which lie in the hills on the west.

From Santa Maria (200.0) to San Luis Obispo (232.0) the road passes El Pismo Beach, one of the finest bathing beaches on the Pacific Coast. Nearer San Luis Obispo, one will see one of the largest oil refineries in the West, but never operated.

The City of San Luis Obispo is very prettily situated, being located in a small valley and entirely surrounded by timbered hills. Some very picturesque drives radiate from here to the various points of interest, such as the old fishing towns of Cambria and Cayucos on the coast.

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SAN RAFAEL ARCHANGEL 1817
SAN FRANCISCO DE SOLANO 1776
Sausalito
SAN FRANCISCO
OAKLAND
Colma
ALAMEDA
Elmhurst
San Leandro
SAN MATEO
San Lorenzo
Haywards
Half Moon Bay
Lobitos
Redwood City
Belmont
Mt Eden
San Carlos
LIVERMORE
Pleasanton
Niles
Palo Alto
Newark
Sunol
SAN JOSE DE GUADELUPE 1796
Pescadero
SANTA CLARA
SAN JOSE
Los Gatos
Davenport
SANTA CRUZ
Soquel
Aptos
MONTEREY BAY
GILROY
WATSONVILLE
1797
SAN JUAN DE BAUTISTA
COULTERVILLE
PACIFIC GROVE
SALINAS
HOLLISTER
MONTEREY
EL CARMELO 1770
Gonzales
Surf
LA SOLEDAD 1791
Posts
MONTEREY CO.
SAN ANTONIO DE PADUA 1771
King City
San Lucas
JOLON
San Ardo
Bradley
Rogers
San Simeon
San Miguel
SAN MIGUEL ARCHANGEL 1797
Cambria
Adelaide
PASO ROBLES
Cayucos
Morro
SAN LUIS OBISPO DE TOLOSO 1772
Santa Margarita
SAN LUIS OBISPO
PACIFIC OCEAN
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SCALE IN MILES
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Mission Tour No. 3

From San Luis Obispo north the road passes over the Cuesta Grade into the Santa Marguarita Valley and thru Oak groves and meadows to Paso Robles (261.0), famous for its hot sulphur baths. The surrounding country is all very beautiful, consisting of rolling hills covered with oak and pine trees.

From Paso Robles to Jolon (307.0) the country is all about the same, but after leaving the latter place the road descends into the Salinas Valley and from this point on to Salinas level territory will be found. A side trip to Monterey and the Forty Mile Drive should not be missed, as these places, as well as Carmel Mission, are among the most picturesque places of Northern California. Many delightful days may be spent in the vicinity of Monterey and Pacific Grove, touring to the beaches and the Big Trees.

After leaving Salinas, the road winds over the San Juan Grade to San Juan, a sleepy little town at the foot of the hills, and on up the Santa Clara Valley to San Jose (427.0). Here the road diverges, one leading to Mission San Jose and on into Oakland (471.0), and the other following the peninsula to San Francisco (473.0). Both routes are very beautiful and should be taken in before leaving the Bay District.

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FRED L. BAKER, President
Automobile Club of Southern California

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